



## Lincoln Airport Dedication

*By: Jim Greil, Chief*

*Airports / Airways Bureau*

On Wednesday, August 9, the Montana Department of Transportation, Aeronautics Division officially reopened the Lincoln Airport with a dedication ceremony and barbeque. Along with numerous exhibits and even a static aircraft display, there was an official ribbon cutting ceremony and a fantastic barbeque with all the amenities. Turnout for the dedication was high with over 100 people attending the event. Jerry Cain, a local airport tenant, allowed us the use of his hangar for exhibits and seating. Hot dogs, brats and hamburgers were the order of the day, thanks to the expert grilling of the MDT deputy director Jim Currie and Mike Rogan of our office. After everyone had had their fill of food and drinks, several speeches were made and the unveiling of the airport dedication sign was presented. After an official ribbon cutting ceremony, cake was served and over refreshing drinks, all manner of aviation stories, both true and "colorful" were swapped by the attending aviators.

Lincoln airport is one of 15 airports the MDT, Aeronautics Division owns and operates. Because of deteriorating conditions at the airport, the airports/airways bureau looked into fixing up the asphalt surfaces. After realizing the costs that would be incurred in fixing these problems, the Division turned to the FAA to help with financing the rehabilitation. Because of very tightly controlled FAA regulations and rules, it was soon evident that if we were to accept FAA money to fix the airport, a major overhaul of the entire facility would have to take place. So what started originally as a \$100,000 project, soon blossomed into a \$2,000,000+ endeavor. In the end, a significant amount of land was acquired and the entire runway was shifted approximately 70 feet to the North and lengthened another 200 feet. In addition to this major overhaul, several other improvements were made, including a much expanded apron and tie down area, two new helipads, a new partial length taxiway, repainting and repositioning of the beacon, a greatly expanded hangar development area, runway lighting, a precision approach path indicator visual guidance system, a

*continued page 3*



*Thank you to Mike Rogan (l) and Jim Currie for volunteering to cook for the hungry crowd.*



*Mitch Stelling of Stelling Engineers, Inc. and Debbie Alke are both thankful to have this project completed. Thanks to Mitch and his staff for a job well done!*

# Administrator's Column

**FAA Northwest Mountain Regional Administrator Named:** Dennis Roberts, Director of Planning and Programming will arrive in Renton in November to assume the duties of Doug Murphy who is leaving to take over the FAA Southern Region. This is great news for the region — Dennis is an airports/aviation guy. Dennis was appointed as the Director of the Office of Airport Planning and Programming in January 2004. In this capacity, he managed the office that oversees airport matters relating to national airport planning, environmental and social requirements, airport grants, passenger facility charges, property transfers, and any agency rulemaking actions pertaining to these programs. Before joining the FAA, Dennis served as the Deputy Executive Director for the Louisville Kentucky Regional Airport Authority (LRAA). At LRAA, he was responsible for the Authority's airport planning and engineering, airport operations (ARFF), information technology, and properties divisions. He also had executive management responsibilities for Bowman Field, Kentucky's first commercial airport and one of the oldest continuously operating general aviation airports in America. A 1,200-hour instrument-rated commercial pilot, Mr. Roberts is a native of Excelsior Springs, MO. He holds a bachelor's degree in aviation management and is a master's degree candidate in aviation safety from Central Missouri State University. In addition to his airport management experience, Mr. Roberts has wide aviation industry experience. He was Vice President—Executive Director, Government and Technical Affairs for AOPA; Executive Director of the Division of Aeronautics for the State of Colorado; Director of Regional Air Transportation Planning for the Denver Regional Council of Governments; and a senior aviation planner for Bucher, Willis and Ratliff/Coffman aviation consultants. Congratulations Dennis and welcome to the Northwest Mountain Region.

**Northern Border Air Wing:** The new Customs/Border Patrol Air Wing have received its first aircraft arriving in Great Falls recently. The wing – with two Cessna Citation aircraft, two Black Hawk helicopters and a PC12 – will assist the Havre sector of the US Border Patrol. They are part of the fleet U.S. Homeland Security Customs and Border protection Air and Marine will use to monitor the skies and chase down suspicious aircraft. The aircraft will be flown by armed pilots who are federal law enforcement agents. The interdiction aircraft are faster than the Border patrol's fleet and large enough to carry several agents to backup the pilots. The post's 20 pilots will spend 30 days training and getting acclimated to the northern terrain and climate. Other personnel include eight supervisors and administrative staff. Another 25 maintenance crew members, employees of the private contractor L3 Vertex, support the mission. The Havre sector includes 456 miles of border with Canada, from the Continental Divide east to the North Dakota border. Great Falls' is the third of what eventually will be five posts along the US – Canada border. Dennis Lindsay serves as director of air operation for the Great Falls division. Welcome all to Montana.

**Glacier Park International receives grant:** The USDOT Small Community Air Service Development Grant program has awarded \$450,000 to the Glacier Park International (GPI) airport at Kalispell. GPI is seeking new competitive year round air service to meet the needs of the public and local businesses. Current service includes only nonstop year round service to one major hub. The Flathead Community hopes to recruit a new carrier with strong domestic and international route network to provide competitive service to the largest number of destinations. A local contribution of \$50,000 from Montana West Economic Development and The Flathead Port Authority will assist the efforts.

**Just in:** It has been reported that President Bush has chosen Administrator Mary Peters to succeed Norman Mineta as U.S. Secretary of Transportation. Administrator Peters is the former DOT Secretary for the state of Arizona.



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# Lincoln Airport Dedication continued...



*Pictured (l-r) are Jason Giard and Mitch Stelling of Stelling Engineers, Inc. and Carol Grell-Morris, Attorney, Montana Department of Transportation.*

vehicle parking lot, camping areas, an 8 foot wildlife fence encompassing the whole airport as well as many other things. Currently the airport has 7 hangars with an additional three new ones that will be built this year.

We would like to thank the many people who made this project possible, including our entire Division and our Airport Airways Bureau, the MDT director's office and staff, the Helena FAA Airport District Office and staff and especially Stelling Engineering for their excellent design work and Helena Sand and Gravel, the primary contractor. It is our hope that the Lincoln airport will be a valuable community aeronautical resource for many years to come.



*The official ribbon cutting ceremony, pictured (l-r) Tricia McKenna, Aeronautics Division Board Chair, Mitch Stelling, Stelling Engineers, Inc., Debbie Alke, Administrator, Aeronautics Division, Nick Miller, Project Manager, Helena Sand and Gravel, John Styba, Federal Aviation Administration and Jim Currie, Deputy Director, Department of Transportation.*

## Upcoming EVENTS

**September 9** – Dillon Aviation Day. For further information phone Jean Devivo at (406) 683-5242.

**September 15-17** – Mountain Search Pilot Clinic, Kalispell. For further information contact (406) 444-2506.

**September 23-24** – Civil Air Patrol Emergency Service Training Exercise, Laurel Airport, Saturday, 8:00 a.m. – 5:00 p.m.; Sunday 8:00 a.m. – 1:00 p.m. [www.mtwg.cap.gov](http://www.mtwg.cap.gov).

**October 7** – Hirsch Ranch Fly-In, 30 miles northwest of Miles City.

**October 7** – Plains Airport Dedication – Pancake breakfast 8:00 a.m. – 11:00 a.m.; hamburgers 11:00 a.m. – 2:00 p.m. – dedication ceremony at 1:00 p.m. For further information phone Randy Garrison at (406) 826-3605.

**January 19-21, 2007** – Surratt Memorial Winter Survival Clinic, Helena. For further information phone (406) 444-2506.

**February 16-17, 2007** – Flight Instructor Refresher Clinic, Helena. For further information phone (406) 444-2506.

**March 1-3, 2007** – Montana Aviation Conference, Hilton Inn, Missoula. For further information phone (406) 444-2506.



# Aviation Career and Education (ACE)

Fifteen high school students from all over the state explored aviation careers in a unique setting during the ACE Academy that was based out of Helena on August 8-11. For over sixteen years the ACE academy has been sponsored by the Montana Aeronautics Division and the Federal Aviation Administration, with the support of the Helena College of Technology.

This year's four-day camp opened with Jim Greil of Montana Aeronautics introducing the students to the Airports and Airways Bureau. Then John Koehler of Billings gave a presentation on Rocky Mountain College's Aviation Department. After an airport lunch at Captain Jack's in the Helena Regional Airport terminal, the group toured the National Guard Aviation Support Center, the Helena Airport Fire training Center and Helena College of Technology Airframe and Power Plant School. Thank you to Lt. Col. Malee, Jeff Wadekamper, Brent Vetter, Jim Greil and John Koehler.

On Wednesday, the high school student's traveled to Missoula where they toured Neptune Aviation. Greg Jones of Neptune guided us through Neptune's operations and gifted all of us with Neptune t-shirts. Patrick Tucker, a flight instructor at North Star Aviation and a recipient of several Montana aviation scholarships, presented the students with "what it takes to become a flight instructor". Next stop was Omni Flight where helicopter pilot Bill Tillerson, flight nurse Michelle Lohoff and flight paramedic Kathy Andress put the students in the helicopter and explained their operations and equipment. After lunch, the students toured the US Forest Service Smoke Jumper Center. Tim Eldridge gave us a first class tour and Dolan McDonald, a pilot for the US forest Service, answered questions and invited us to the cockpit of the King Air that is used as the communication aircraft for fighting fires.

The Wilderness Survival Day was held on top of Stemple Pass. ACE students constructed survival shelters, and learned survival tactics, including emergency fire building, under the guidance of SSGT Bob Osier of the 120<sup>th</sup> Fighter Wing of the Montana Air National Guard. Dr. Bill Gallea set up a wilderness crash scenario to guide the students in learning survival priorities and reviewing emergency first aid principles. The students signaled a search aircraft from



Montana Aeronautics Division using mirrors and a distress signal made out of natural materials. Another highlight of the day was when all participants were treated to meals ready to eat (MREs)!

Friday was the flight day, which included a presentation by Ryan Haskins, Director of MSU's new flight school and a static display of the Aviation Technology Department at Montana State University flight school's new DA20 Eclipse complete with a glass cockpit. Mike Rogan and Jeanne MacPherson conducted preflight operations using the Division's aircraft and then 15 students were treated to orientation flights by pilots: Lance Seaman of Sleeping Giant Flying Club flying a Cessna 172; Harold Dramstad, flying a Vetter Aviation's C 172; Clayton Wilhelm flying an RV6 that he himself built; Bill Gallea in a J35 model Bonanza; Mike Rogan in a turbo Cessna 206; and Jeanne MacPherson in a Bonanza A36. Shirley Bird was the instructor in charge of the Division's flight simulator. Len Wheeler of the FAA did an outstanding job as the Master of Ceremonies at the ACE awards picnic/ceremony.

Many gracious thanks to all of you who made this possible! We have received many positive statements from the students: "I am even more motivated after this camp to pursue my pilot's license" (Cory Martin); "I am planning to become a flight instructor" (Justin Hickert); "I loved flying", (Catlin Harrington).



# Where Are Those Aviation Students Now?

Nan Llewellyn was born and raised in Boulder, Montana. When she was 14 her cousin took her for a ride in his helicopter from San Francisco to San Jose. This experience began Nan's fascination with flying and the aviation industry. When she was 16 she attended the summer Aviation Career Academy (ACE) sponsored by the Montana Aeronautics Division, where she met Jeanne MacPherson, who became a great friend and mentor. The week-long course taught her a lot about aviation, and solidified her plans to pursue a career in the aviation industry.

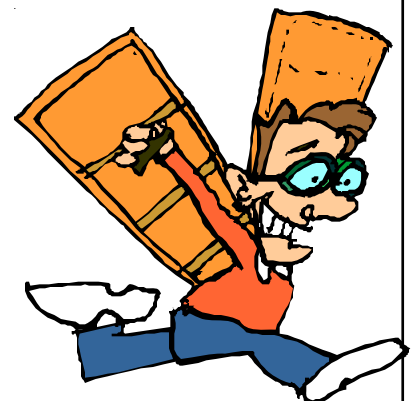
Nan attended the University of North Dakota in Grand Forks, graduating in 2002 with a Bachelor's of Business Administration in Aviation Management. During college she earned her commercial pilot's certificate with multi-engine and instrument ratings. While home one summer from college, she completed an internship at the Helena Regional Airport, under the direction of Airport Director Ron Mercer. Ron and the rest of the airport crew were great to work for, and Nan learned a lot from them. One of the best experiences of that summer was landing at the grass airstrip in Boulder with Brent Vetter. Growing up she had always driven out to the airport and wondered what it would be like to land there, and she was finally able to experience it! After graduating from college, Nan completed a brief but wonderful internship at the Montana Aeronautics Division, and worked with many great people during her time there.

Nan currently lives in Alaska – she loves her new home and says the state reminds her a lot of Montana. For the past three years she has worked as an Airport Planner at DOWL Engineers in Anchorage. Her job includes completing airport improvement projects (such as designing runway extensions and apron expansions) at airports around the state, and has had the opportunity to visit many remote communities. Her favorite project has been an airport relocation study in Nanwalek Alaska, a tiny native village accessible only by air and boat. In her spare time she is working on her Masters degree in Business Administration at Alaska Pacific University. She still flies to keep her ratings current and has been to some beautiful places in Alaska. She loves the long, sunny summer days and doesn't mind the dark winters too much. One of her favorite events is the Iditarod sled dog race in March, and she thinks everybody should come up and watch it at least once.



## Flight Time: The Finer Points of Logging Cross-Countries

You can log cross-country time anytime you land at an airport other than your point of departure, regardless of the distance between those points, according to FAR 61.1. But a closer look at the regulation reveals three more ways to log cross-countries. If you want to apply cross-country time toward a private or commercial pilot certificate or instrument rating, you can only count those flights in which you landed at an airport more than 50 nautical miles straight-line distance from your departure point. Now, let's say you are applying for an airline transport pilot certificate. Then you can count any cross-country flight that was greater than 50 nm straight-line distance from your departure airport, regardless of where you landed. The cross-country rule changes yet again when applying time toward a sport pilot certificate: Then you only have to land at an airport 25 nm straight-line distance from the departure airport. Makes perfect sense, right? To learn more about the finer points of logging time, AOPA encourages you to contact its Pilot Information Center (800/USA-AOPA) and check out its online subject report





# Christmas in West Yellowstone

A joyous Christmas celebration was held at the Yellowstone Airport on August 25. Often a curious tourist, seeing the decorations and hearing the music, will ask this question: "Why Christmas in August?"

It was August 25, 1925, and in the Old Faithful Inn, tourists were stranded by a heavy snowfall. Although not common place, it certainly did not go against the law of nature at this elevation. The pristine quality of the outdoors was awesome to behold, but, the tourists were none the less stranded, so they and their employee hosts decided to make the best of their situation. How significant the date—the 25<sup>th</sup>! Why not have a Christmas celebration in August?

The snowbound visitors warmed to the idea. Small gifts were exchanged, carols were sung, and, in such a congenial atmosphere around the crackling fireplace in the rustic lobby of the Inn, strangers became friends. Perhaps, even romance blossomed.



*Pictured above center is Tony Bean, Yellowstone Airport Manager along with Ken Wilhelm Aeronautics Division (far right) and Transportation Security Employees.*



From that time on, it has become a tradition to celebrate Christmas in August, at least during the period of the 23<sup>rd</sup> to the 25<sup>th</sup> in the Inns, lodges, and stores of Yellowstone. Most stores have their own employee parties where small gifts are exchanged, small dinners are enjoyed, and the employees put on entertainment.

Some, unfortunately, consider this a sacrilege. However, for the employee, Christmas in August is more a combination of friends, for this time of year means we near the end of the working season and we will never see some of our friends again.

May the words – "Christmas comes twice a year, once at home, and once up here"—have a meaning for YOU!!!

*Pictured (l-r) are Christine Cervantes, SkyWest Airlines, Jeff Heaney, Airport Maintenance and Debbie Alke, Aeronautics Division.*



## ★ Special ★ ★ EVENTS ★

Plains Airport (S34) Dedication - Saturday, October 7, 2006 - Rwy. 13-31 (new headings for new airport) Radio Freq. - 122.9 (will be changing after Oct.) for AWOS. Breakfast - 8:00 a.m. to 11:00 a.m.; Lunch - 11:00 a.m. to 2:00 p.m.; Dedication Ceremony - 1:00 p.m. - Meals will be provided by the Plains-Paradise Chamber of Commerce. Flag ceremony will be provided by the VFW Post 3596 - Plains. The Plains High School Band will perform. Spring Creek students will be parking cars and aircraft. All pilots flying in will receive a free meal and airport souvenir. The governor has been invited along with other VIP's. Several demonstrations have been planned including smokejumpers. SEAT bombers, helicopters and fixed-wing air ambulance aircraft, Air National Guard, US Air Force and hopefully a couple of WWII aircraft.

# Aviation Needs to be a Good Neighbor

*By: Fred A. Leistiko, Manager, Kalispell City Airport  
Member of Montana State Aeronautics Board*

The Federal Aviation Administration (FAA) continues to receive complaints, throughout the country, concerning low flying aircraft. The FAA teaches pilots that the “minimum safe altitude” over congested areas is 1,000 feet above the highest obstacles in the area. A more important element pilots need to remember is where the nearest “engine out safe landing area” is. When in the traffic pattern at any airport, the nearest engine safe landing area should be the airport of intended landing. I have never seen a safe landing area in the middle of a city, town, or settlement for a fixed wing or ultra light aircraft. Of course, helicopters are a different story, because they normally land with zero forward airspeed and, therefore, need a much smaller area to land.

Usually, as pilots become more seasoned, or experienced, the term “minimum” takes on a different meaning. They start to add a few hundred feet to the minimums. That is where being a good neighbor comes into the picture. Mr. James E. Pyles, National FAA Safety Team Outreach Manager wrote, “Altitude above you and runway behind you don’t do you any good. Start your takeoff roll at the beginning of the runway, so that most of your climb, to a safer, more neighborly altitude, will be over the airport. Besides, you might be glad you have that extra few feet should you have an emergency.”

This is especially true at the Kalispell City Airport where the airport is located close-in to the City of Kalispell. This makes for a great fly-in destination for most aviators, but along with that comes more responsibilities, for being a good neighbor airport. Recently, the aviation safety inspector from the FAA Flight Standards District Office in Helena, Montana wrote “Noise is not an issue that we can address by Federal Aviation Regulations, because they (FAR’s) are written to address safety.” Noise abatement procedures are a local issue to be addressed by the owners of an airport. The Kalispell City Airport management, in conjunction with Red Eagle Aviation and Airport Advisory Council has established “Closed Traffic Pattern Procedures” and “Preferred Departure Procedures” for the City Airport. These procedures include traffic pattern altitudes for noise abatement, and departure procedures when leaving the local traffic pattern. The Airport would like the widest possible distribution of these procedures.

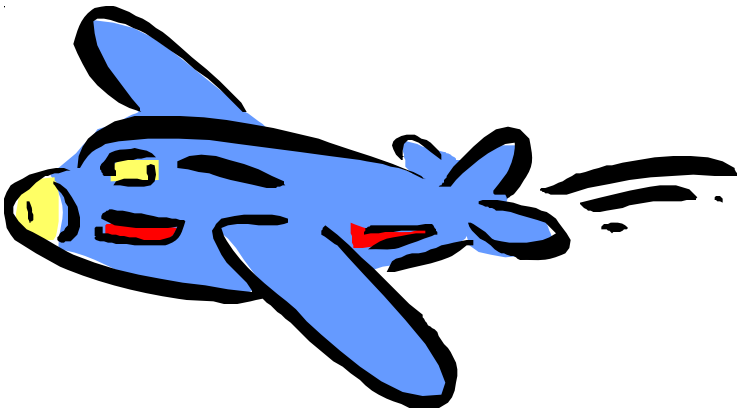
Dave Hoerner, FAA Safety Officer, and Chief of Flight Operations at Red Eagle Aviation, Kalispell City Airport says, “No one likes to hear the drone of airplanes and helicopters overhead hour after hour. Always be conscious of where you are flying and the noise level you generate.”

Safety is not the issue here, therefore, the noise abatement procedures at Kalispell City Airport – S27 become a sales job for aviation in general. Local pilots are asked to take the lead and set the example for others to follow. Until such time when the new, relocated runway becomes a reality, being a good neighbor pilot, takes on a more important meaning.

For a copy of the procedures please phone (406) 444-2506 or email [pkautz@mt.gov](mailto:pkautz@mt.gov).

## Congratulations Rebecca!

On Saturday August 19 Rebecca Smith of Lewistown passed her four hour check ride with Charlie Rogers in her families C180. She has a total of 55 hours logged with 7 hours solo in the 180 and she also has her High Performance and Tail Wheel endorsement. Her father Pete Smith said “I was more nervous and excited for her than for my own check ride 28 years ago.” Rebecca is now attending the University of Montana in Missoula; we wish her the best of luck in what’s sure to be a bright future.



# Aviation Fun!

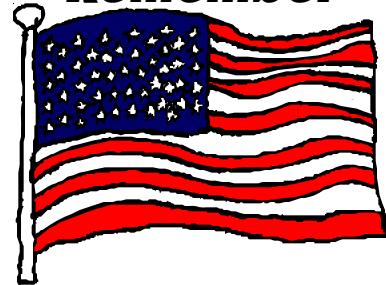


*Logan and Ashley Bird stopped by the office and Jim Greil offered them a chance to sit in the A-36 Bonanza showing them what fun flying can be. I'm sure we'll be reading about at least one of these kids in our "Where are Those Aviation Students Now" - stay tuned - for the year 2025!!*

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## ***Remember***



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***September 11, 2001***



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